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PORT OF HAMILTON DIRECTORY



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PUBLISHERS' STATEMENT

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PORT OF HAMILTON SERVICES



This Port of Hamilton Directory was prepared to present an informative and interesting publication to illustrate that Hamilton Harbour is a good place to do business and, to conveniently supply a directory of business organizations ready to serve the needs of port users.

If you have any comments or questions, or require further information about the services of the Port of Hamilton, please call the Hamilton Harbour Commissioners at (416) 525-4330.

The M.V. Anna discharges overseas cargo at Pier 8.



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POSITION:

43° 14' North, 79° 51' West, at the west end of Lake Ontario. Four miles (6.4km) long and up to three and one half miles (5.6km) wide.

SERVICING:

CN and CP rail systems

Hamilton Civic Airport

Lester B. Pearson International Airport

Major and Independent Motor Truck Centres

BERTHING AND STORAGE:

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Aerial view looking east, Overseas shipping Piers 8 and 10, taken in November 1987.

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Wellington St.,
Dock Hamilton
(416) 527-6609
Telex 06-23542
Mgr. Stanley D. Draper

Toronto Dock Office

9 Polson St.,
Toronto
M5A 1A4
(416) 465-7519
Mgr. Capt. D. Riddell



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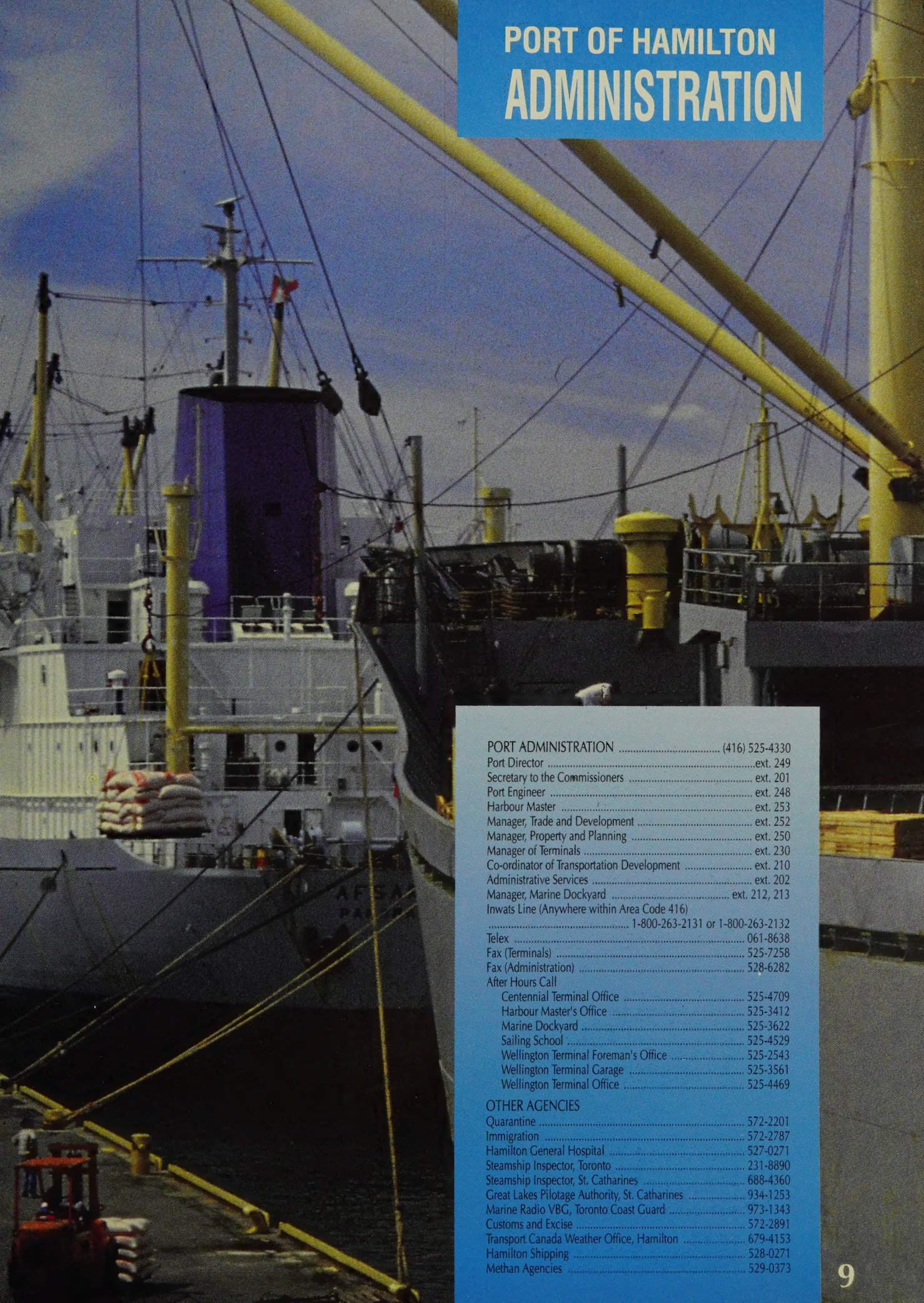
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PORT LOCATION: PIER 14

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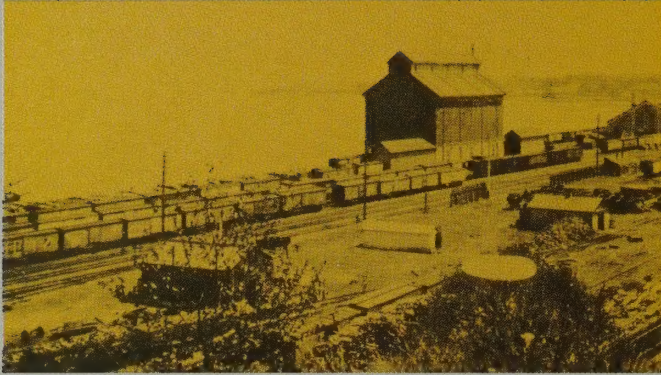
PORT OF HAMILTON ADMINISTRATION

PORT ADMINISTRATION	(416) 525-4330
Port Director	ext. 249
Secretary to the Commissioners	ext. 201
Port Engineer	ext. 248
Harbour Master	ext. 253
Manager, Trade and Development	ext. 252
Manager, Property and Planning	ext. 250
Manager of Terminals	ext. 230
Co-ordinator of Transportation Development	ext. 210
Administrative Services	ext. 202
Manager, Marine Dockyard	ext. 212, 213
Inwats Line (Anywhere within Area Code 416)	1-800-263-2131 or 1-800-263-2132
Telex	061-8638
Fax (Terminals)	525-7258
Fax (Administration)	528-6282
After Hours Call	
Centennial Terminal Office	525-4709
Harbour Master's Office	525-3412
Marine Dockyard	525-3622
Sailing School	525-4529
Wellington Terminal Foreman's Office	525-2543
Wellington Terminal Garage	525-3561
Wellington Terminal Office	525-4469

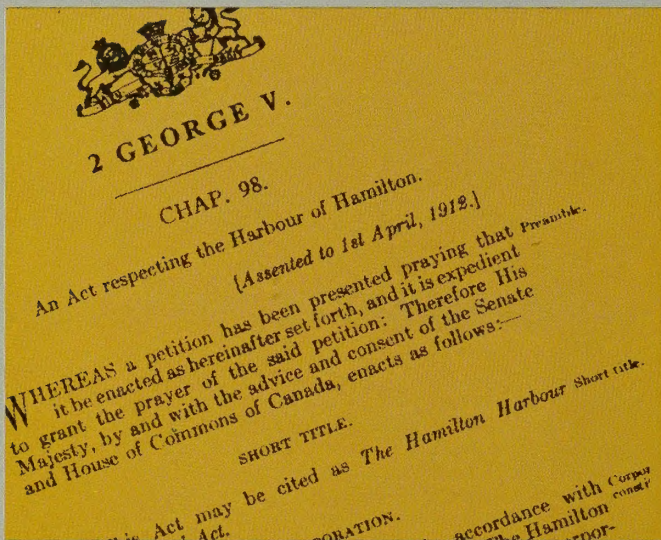
OTHER AGENCIES

Quarantine	572-2201
Immigration	572-2787
Hamilton General Hospital	527-0271
Steamship Inspector, Toronto	231-8890
Steamship Inspector, St. Catharines	688-4360
Great Lakes Pilotage Authority, St. Catharines	934-1253
Marine Radio VBC, Toronto Coast Guard	973-1343
Customs and Excise	572-2891
Transport Canada Weather Office, Hamilton	679-4153
Hamilton Shipping	528-0271
Methan Agencies	529-0373

PORT OF HAMILTON HISTORY



In 1880, the trains that pulled into Hamilton arrived at the Grand Truck Railway Yard. A schooner is docked at the left while the Ontario Rolling Mills (now known as Stelco's Ontario Works) are on the right.



The Hamilton Harbour Commissioners were incorporated in 1912 by a special act of Parliament. The act confers broad powers on the Commissioners for the development of the harbour and administration of port's shipping and navigation.



Citizens of Hamilton and surrounding area have long enjoyed the recreational and scenic beauties of the Bay.

Hamilton Harbour - a magnificent natural harbour has played a major role in the development of Hamilton as a major industrial city. In the days when travelling was done via water routes, early settlers were attracted by the harbour's beauty and convenience. In later times industrial firms enjoyed the economy of water transport to bring raw materials and to ship out manufactured products.

Early explorers to Hamilton Bay included the explorer Etienne Brule in 1615, the priest Dallion in 1626 and the famous Sieur de La Salle in 1669.

By the late 1700's the King's Head Inn was built on the beach strip, and settlers Robert Land, Richard Beasley, George Stewart and Charles Depew were clearing land and settling in the area. In 1832, a 30-foot wide canal was cut through the beach strip enabling the port to accommodate commercial shipping.

Harbour activity accelerated in the 1850s when the railways established connections in Hamilton - and when electric power became available in the 1890s, great steel plants were set up along the waterfront.

By the early 1900s, the Port's shipping activity had increased to a level that required an organization to administer its supervision.

In 1912, by a special Act of the Federal Parliament the Hamilton Harbour Commissioners were inaugurated to administer and supervise shipping activities in the Port and the development of waterfront properties for shipping, navigation and related purposes.

Under the terms of their Act, the Hamilton Harbour Commissioners are composed of three Commissioners - two are appointed by the Federal Government and one is appointed by the City of Hamilton and an accompanying port staff.

The first Commissioners' docks and warehouse located at the foot of Catherine Street had been constructed and, in 1912 a revetment wall at the point had been begun. This wall, extending 1,500 feet to Wellington Street and then southerly 1,200 feet to Burlington Street, made possible the Commissioners' first major port improvement project.

The need for further accommodation for private shipping became acute in 1924, and that year the Commission built a second warehouse on the Wellington Street dock. By 1927, natural growth of the harbour's commerce demanded another warehouse on the Wellington Street dock. Canada Steamship Lines built a terminal at the foot of Wentworth Street that same year.

PORT OF HAMILTON HISTORY

Shipping into Hamilton Harbour received tremendous impetus from completion of the Welland Ship Canal in 1932. At the same time, the canal at the Beach had been widened and deepened, opening the Harbour to the largest vessels sailing the lakes, and to sizeable ocean vessels. These developments caused The Steel Company of Canada and the Hamilton By-Product Coke Ovens to construct large docks to accommodate the ore and coal vessels which now required access to the Port.

In 1938, the Commissioners provided a marine railway and dockyard to take care of repairs, refitting and winter storage of small, privately-owned vessels. A further enterprise on behalf of private owners was the Commission's rebuilding of dock facilities for the Royal Hamilton Yacht Club, a venerable Hamilton institution which had that year constructed a new clubhouse on the waterfront.

A long-felt want was filled in 1944 when the Commission purchased the SS Hamiltonian and inaugurated a ferry service across the Bay. This vessel, plying between the James Street dock, LaSalle Park and the Beach Canal, was the key opening the pleasures of the Bay and its outing spots to thousands who had no other opportunity to know them.

In 1949, work began on construction of 17 acres (seven hectares) to create Pier 12, since included in the much expanded Pier 12-13 site.

The cornerstone of the Commissioners' new building was laid in 1953 and in 1954 Ottawa approved the first major preparation for Seaway traffic - extension of Wellington Street dock facilities, now Pier 10, and still one the port's major ocean and overseas shipping terminals.

Towers for the Burlington Bay Skyway went up in 1957 and plans for a road-rail lift bridge across the canal were announced. The new Wellington Street freight terminal, No. 8 was opened in 1958, and Pier 14 was built at Wentworth Street, the first Hamilton pier built all on pilings.

Spring of 1962 saw a start on the \$5 million Catherine Street pier and terminal project (now Centennial Pier, the port's second major overseas terminal) intended to more than double the port's ability to handle general cargo and to add seven new berths to the eight at Wellington Street, plus two new warehouses.

The new Centennial Terminal opened in the spring of 1965, a year that again set record tonnages for the port.



The following year saw the first Japanese ship reach the port, and the Commissioners and Canada Steamship Lines announced a new terminal and docking facility at Strathearne Avenue.

Completed in 1982, a redevelopment plan for Piers 12 and 13 combined two small outmoded shipping piers into one large renovated wharf with 16 hectares of back-up land and 1,000 metres of new Seaway draft berthage at a cost of \$7 million. The development included construction of the Port's first Roll-on/Roll-off facility. This facility serves Ro-Ro movements from stern loaders and bow loaders. These special ships can have cargo driven directly into the ship instead of the conventional method of loading and unloading by cranes over the side.

East Port, initiated as early as 1958 to contain dredged material from the bottom of the harbour when a shipping canal was built, is considered the Port's best opportunity for growth. However, only recently has development of the site begun in earnest.

In 1979, the Port commissioned a detailed development study of East Port to determine how best the site could be developed and serviced.

In 1984, the first contract was awarded to construct 244 metres of dockwall.

In 1985, the final contract was awarded to construct an additional 600 metres of dockwall, to complete the entire Stage I site.

The site is directly connected to the Queen Elizabeth Highway just south of the Burlington Skyway Bridge, and enjoys direct highway connections to Metropolitan Toronto and southern Ontario, as well as the Niagara Peninsula.

Phase I, now completed, consists of 16.5 hectares, 7.5 of which are dedicated to marine trans-shipment and 9 to transportation service and other light industry. Completion of Phases II and III later will bring the total leasable hectares to 50.

In 75 years of progress the Port of Hamilton has expanded its facilities from one small shipping pier in 1912 to an impressive 9088 metres of docking facilities.

The Port's annual tonnage has steadily increased through the years from 89,400 tons in 1912, the inaugural year of the Commissioners, to its present levels which average between 10 and 12 million metric tonnes. The Port's performance and facilities have consistently ranked the Port high among all the Ports in Canada and foremost in the Great Lakes.

THE PORT OF HAMILTON

ONTARIO, CANADA



LAKE
ONTARIO

HARBOUR

C.C.I.W.

BURLINGTON

CANAL

Harbour Headline

STELCO

DOFASCO

EASTPORT BASIN

EAST PORT

WINDERMERE
BASIN

LEGEND

Port of Hamilton, Canada

■ The Hamilton Harbour Commissioners (H.H.C.)
Administration Building
605 James Street, North

■ H.H.C. Piers

① Pier No.

△ H.H.C. Sailing School

⚓ Marine Dockyard

H.H.C. PROPERTY

LOCATION	AREA (ACRES)	PRIMARY USE
Pier 4	1	Leander Boat Club — Sailing
Pier 5	7	Hamilton Yacht Club — Sailing
Piers 6 and 7	6	H.H.C. Marine Dockyard Service — 230 slips
Pier 8 (Centennial Terminal)	30	General Cargo, Trucking Terminal
Pier 10 (Wellington Terminal)	27	General Cargo, Industrial
Pier 11	52	Liquid Bulk, Industrial
Pier 12	43	Dry Bulk, Ro-Ro Terminal
Pier 14	17	Dry Bulk, Industrial
Pier 15		Industrial
Pier 23	14	Dry Bulk, Industrial
Pier 24	21	General Cargo, Industrial
Pier 25 (East Port)	40	
Pier 26 (East Port)	54	
Pier 27 (East Port)	30	Future Development (Stage 3)
Pier 34 (La Salle Park)	18	Burlington Boating and Sailing Club

PRIVATE FACILITIES

PIER NUMBER	REMARKS	WHARF LENGTH (m)	PRIMARY USE
Pier 9	HMCS Star	61	Navy Wharf
Piers 16, 17, 18	Stelco Inc.	2800	Dry Bulk, Coal, Ore
Piers 20, 21	Dofasco Inc.	1200	Dry Bulk, Coal, Ore
Piers 29, 30	Canada Center for Inland Waters	660	Research Vessels

Not for navigation



The Hamilton
Harbour
Commissioners

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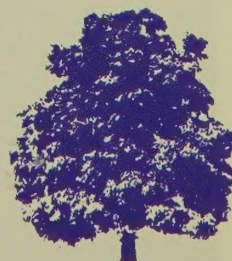
*1/6 of Canada's population 1/3 of the nation's buying power.

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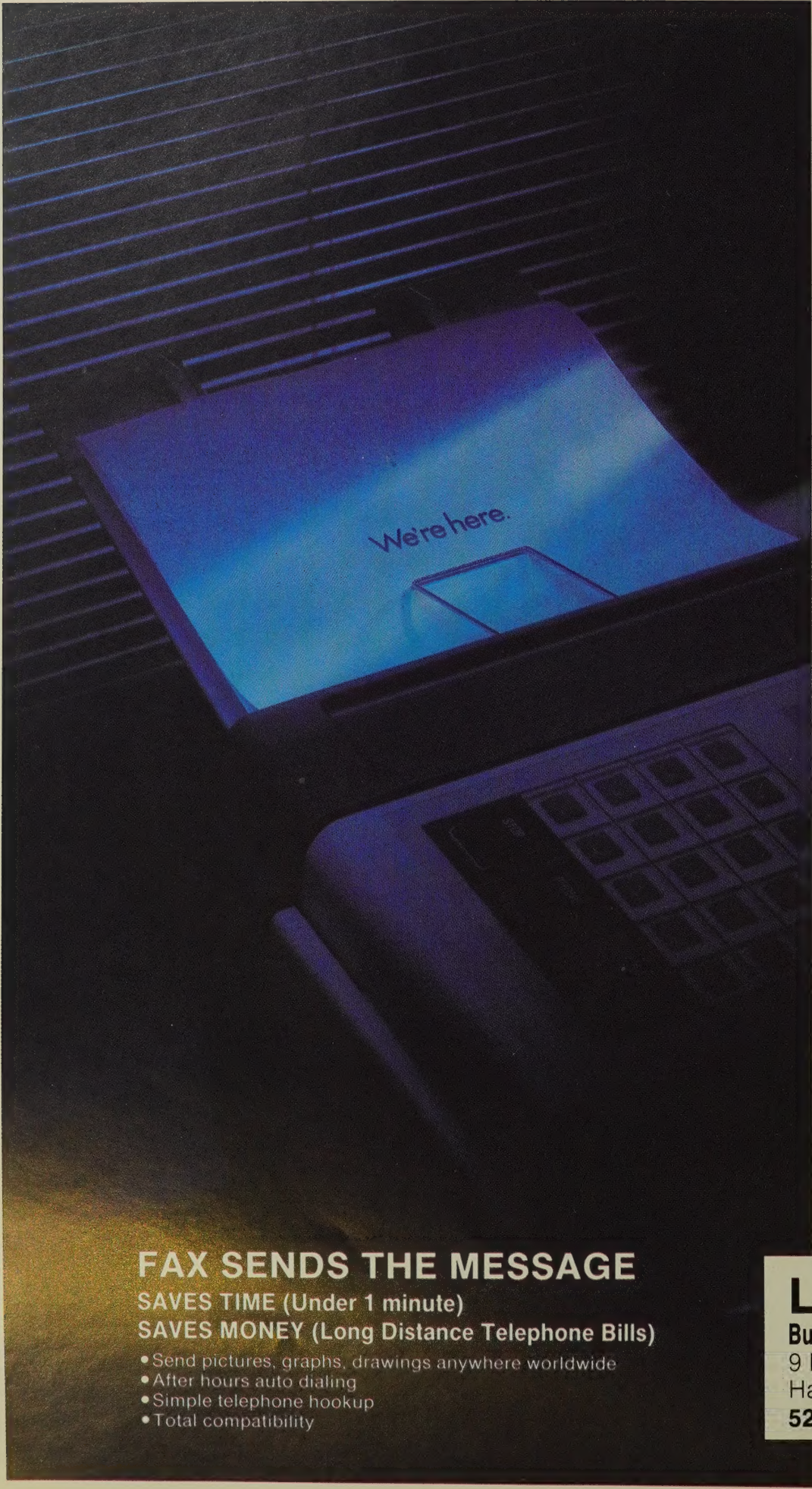
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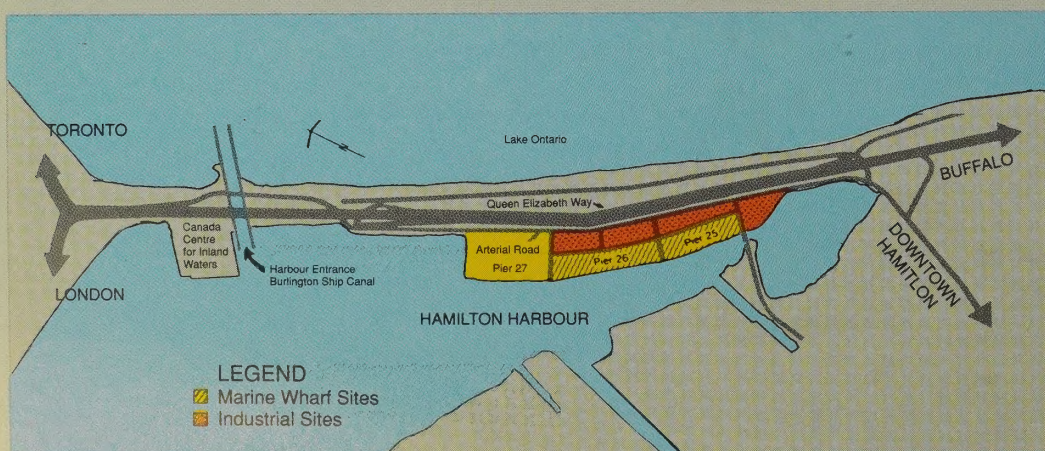
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M.V. "Federal Thames" unloading fertilizer at Agrico Canada Limited's East Port distribution terminal.



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EAST PORT MARINE AND INDUSTRIAL PARK



Agrico Canada Limited plan to step up capacity of their new 30,000 tonne capacity fertilizer terminal at East Port to 100,000 tonnes.



Equipment leased from Red-D-Arc Limited, an East Port tenant, being used for vessel repair at East Port.

East Port offers all the facilities for an international distribution facility. Sea-going vessels load or unload containers or bulk cargo at our new 27' deep piers. Interface with rail or highway transport is made possible by the presence of rail trackage, and direct road connections with the Queen Elizabeth Highway.

East Port is strategically located at the hub of Southern Ontario's manufacturing industry, with proximity to the Niagara and Buffalo gateways to the U.S. Express highways link East Port with all the major cities directly without the congestion of city traffic.

This is the ideal situation for your distribution centre whether of the food and agricultural variety, manufactured products, metals and minerals, chemicals, petroleum, transportation service industry or liquid or dry bulk cargoes. In fact, we welcome all inquiries and will endeavour to facilitate your locating in Hamilton Harbour.

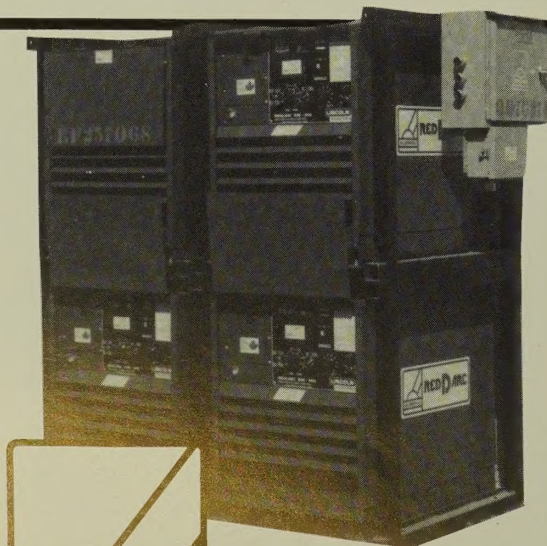


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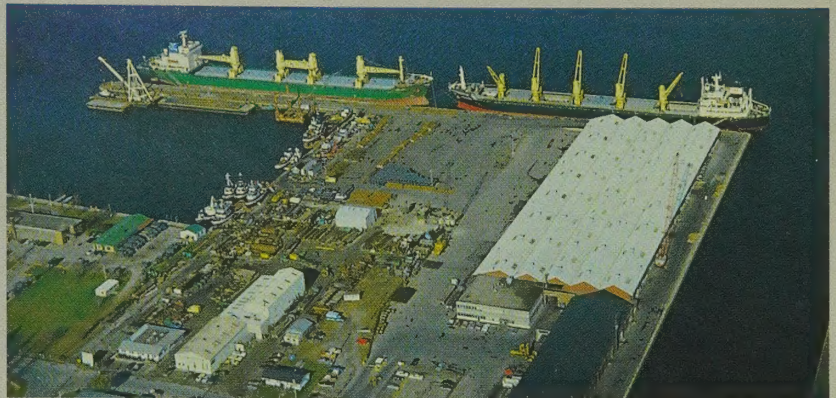
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Hamilton, Ontario L8L 7W2
Tel.: (416) 529-1128

PORT OF HAMILTON TERMINAL OPERATIONS



The M.V. Mangal Desai discharges machinery at Pier 8, Berth 84.



Aerial view of Pier 10.

The Port of Hamilton operates two overseas shipping terminals. Centennial Terminal (Pier 8) consists of 8 hectares of general cargo storage and handling. Wellington Street Terminal (Pier 10) offers 7.3 hectares for terminal operations. Together they offer 1,400 metres of Seaway draft berthage and 36,000 m² of warehousing to meet your shipping needs.

Both terminals are equipped with a full range of modern cargo handling equipment to meet the needs of any cargo size and weight.

Bagged goods being loaded at Pier 8, for export.



Trucks wait for loading, using Ro-Ro Dock at Pier 8.

PORT OF HAMILTON EQUIPMENT

LIFTTRUCKS—1.814 to 36.28 tonne capacity (some with head handling gear for containers).

68 tonne capacity floating derrick mobile shore cranes available up to 300 tonne capacity.

* operation is primarily on palletized basis

* example of commodities handled:

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- mining machinery
- steel products
- cotton linters
- lumber products
- newsprint
- nickel products
- fertilizer
- synthetic rubber
- iron and steel pipe
- cement
- pressure vessels
- turbines

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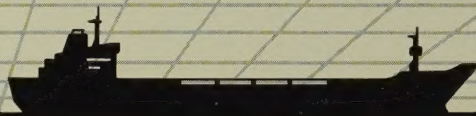
We **have** been in business in the Port of Hamilton for over 50 years.

We **handle** as agents and subagents, more than 50 percent of deep sea ships calling at the Port of Hamilton.

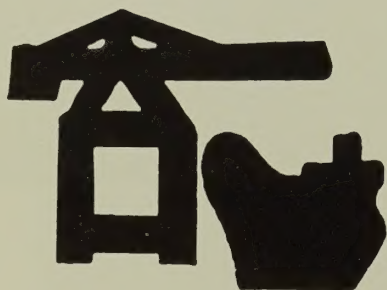
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CARGO HANDLING

PORT OF HAMILTON FACILITIES



The M.V. Project Arabia loads cargo at Pier 8.



Twenty foot containers being loaded at Pier 8.



Cargo Master unloads machinery at Pier 10.



View of the "Hold of the Ship" project Cargo destined for the steel industry.

PORT OF HAMILTON CONTAINER HANDLING SERVICES

- 38,555 tonne capacity
- Three stacker adjustable spreaders for 6.10 m and 12.19 m containers.
- Distribution and consolidation areas
- Stuffing and destuffing capabilities
- Rail and road connections to all major Ontario markets
- Modern transit storage sheds
- 6.26 hectares outside storage area

PORT OF HAMILTON RO-RO SERVICES

- ro-ro capabilities to Seaway Draft

OTHER PORT SERVICES

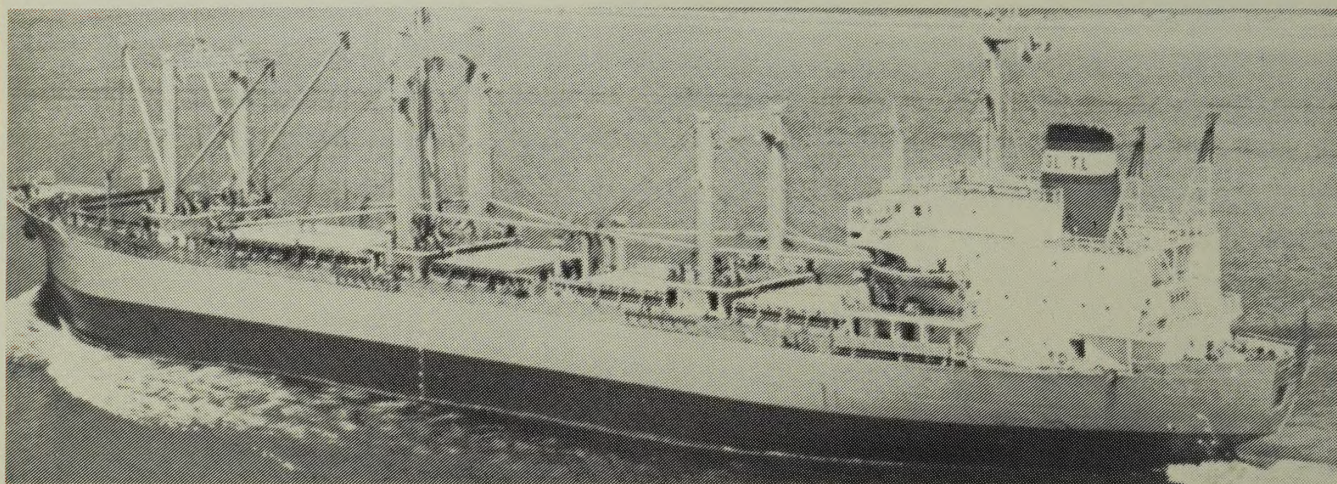
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HAMILTON HARBOUR COMMISSIONERS' TENANTS*

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Birmingham Construction Ltd.	Pier 10
Boil Pump & Marine Works Ltd.	Pier 11
Brewer Brothers Marine Supply	660 Victoria Ave., N.
Canada West Indies Molasses Co. Ltd.	Pier 23
Canadian Dredge & Dock Inc.	Pier 14
Lakeshore Sand (Ont. Ltd.)	Pier 23
Empire Stevedores (1973) Ltd.	Wellington St. Terminal
A.J. Frank & Son Ltd.	Pier 23
Frid Construction Company Ltd.	Administration Building
Hamilton Shipping Company Ltd.	Wellington St. Terminal
Hamilton Yacht Club (Est. 1888)	Guise St.
IKO-Industries Ltd.	Pier 11
Laidlaw Carriers Inc.	Guise St.
Leander Boat Club of Hamilton	Guise St.
Logistec Stevedoring Inc.	Pier 10
Marine Intercontinental Stevedoring of Canada Limited	Pier 10
McKeil Work Boats Ltd.	Pier 10
Marks Welding Service Ltd.	Pier 11
Best-Mark Undertaking Ltd.	Burlington St. E.
Methan Agencies Inc.	Wellington St. Terminal
PTC Canada Inc.	Wellington St. Terminal
Standard Industries Ltd. c/o Red-D-Mix	Pier 11 & 14
Sceptre-Riedel-Dawson Ltd.	Pier 24
Seaway Terminals	Pier 12 & 13
Shell Canada Ltd.	Pier 12
Steelley Industries Ltd.	Pier 12
Montank Transit Inc.	Pier 11
United Co-operatives of Ontario	Pier 12
D. Wakeham & Sons Ltd.	Administrative Building
Hiram Walkers & Sons Ltd.	Administrative Building
Weights & Measures (Public Works Canada)	Wentworth N.
East Port Warehousing & Distribution	Pier 24
Provmar Terminals	Pier 24
Agrico Canada Ltd.	Pier 25
Red-D-Arc Ltd.	Pier 25

* Partial List

Aerial view of the M.V. "General Bonifacio,"
discharging phosphate at Pier 12 Hamilton
Harbour for "United Cooperative of Ontario."

PROPERTY MANAGEMENT...

The Hamilton Harbour Commissioners, while owning and operating overseas shipping terminals, lease many property sites to local industries. The Commissioners' tenants list is long and varied and includes a brewery, dry-bulk terminal operators, liquid-bulk terminal operators, trucking firms, stevedoring companies, tug boat operations and ship repair firms. These firms ship cargo through the port, provide the interfacing services for other modes of transportation, i.e. road and rail and provide services to the port and other Hamilton industry. At left is a partial list of the Commissioners' tenants.

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PORT OF HAMILTON INDUSTRY

Canada's largest steelmaking plant, Stelco's Hilton Works is located on the Harbourfront for access to water, which is not only crucial to the steelmaking process for cleaning and cooling of steel, but also for the handling of raw materials.

Every year hundreds of lake freighters enter the Port of Hamilton to deliver supplies of iron ore and coal to feed the hungry blast furnaces. These materials arrive in lake vessels that are bulk carriers, some equipped with self-unloading gear.



Dofasco, Canada's second largest fully integrated steel producer also has a large steelmaking complex on the harbourfront. This firm is continually upgrading their facilities to keep up with customer demand for quality and price. Both firms are involved in one of the largest capital building projects in Canada. More than one billion dollars is being invested in 1987-1988 alone to introduce continuous slab casting to their respective firms.

As with both steel companies, a multitude of smaller private firms are an important part of Hamilton's waterfront community and of which is Canada's greatest industrial area.

SUCCESS IN BULK

Hamilton Harbour is well known as a busy stop-over for hundreds of lake carriers bringing the raw materials needed for the fiery steel making process. However, Hamilton Harbour is also home to a variety of bulk commodity users using the port's facilities, throughout the shipping season.

Ontario's agricultural industry is well served by Hamilton Harbour. One of the port's principal tenants, Seaway Terminals, handles large quantities of potash, phosphate and urea. United Co-operatives Limited handle and store potash for their own as well as third party accounts. Rape seed is transported by water to Canada for vegetable oil processing.

Lakeshore Sand distributes water delivered sand largely for foundry use. Other dry bulk material received, but in lesser quantities are cement, manganese and chrome ores, slag, aggregate, salt, carbon black, fluorspar and gypsum. Styrene, molassis, asphalt, nitrate solution and petroleum products are also received, but in liquid forms.

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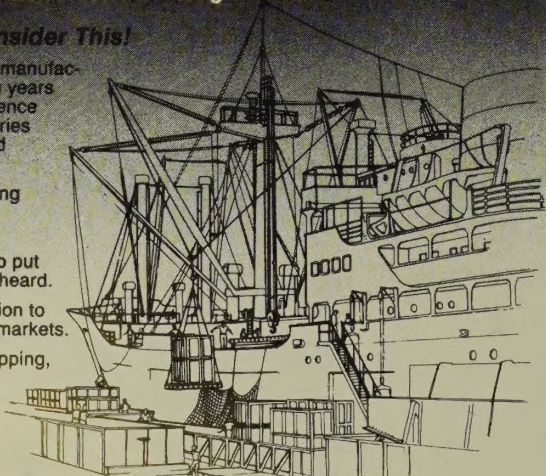
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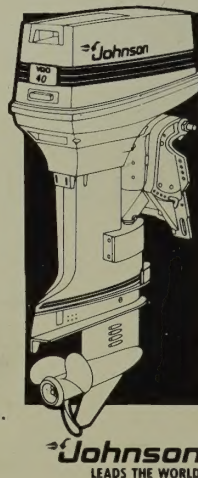
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PORT OF HAMILTON DOCKYARD



Aerial view of the marine Dockyard with Pier 8 in the background.



Getting ready for the first sail in Spring.

The marine dockyard operated by the Hamilton Harbour Commissioners since 1932, provides 230 modern, fully-serviced boat slips and 250 moorings. Serving pleasure craft and small commercial vessels, the dockyard offers refinishing and refurbishing services by experienced H.H.C. craftsmen on fibreglass, wood, steel and aluminum vessels.

The only full service facility on the Harbour, the dockyard crew offers diesel and gasoline engine repairs on both sail and power vessels, electronic repairs, custom painting services which includes all modern high tech finishes and marine supplies.

The marine dockyard offers both inside and outside winter or yearly storage which includes mast crane and mast storage facilities. The dockyard provides boaters, the Harbours only fueling facilities including gasoline and diesel fuels, and sewage pump out facilities.

Efficient movement of vessels into and out of the water is made possible by a 50 ton travel lift, a 15 ton boat carrier, and fork-lifts ranging in size from 3 to 13 ton machines.

The marine dockyard has become a boating land mark visible from land or water because of its large white lettered sign located on its main boat repair building.

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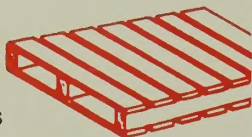
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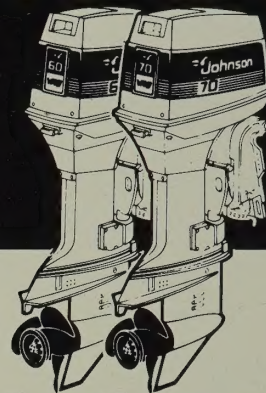
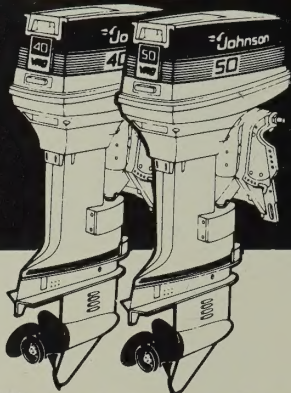
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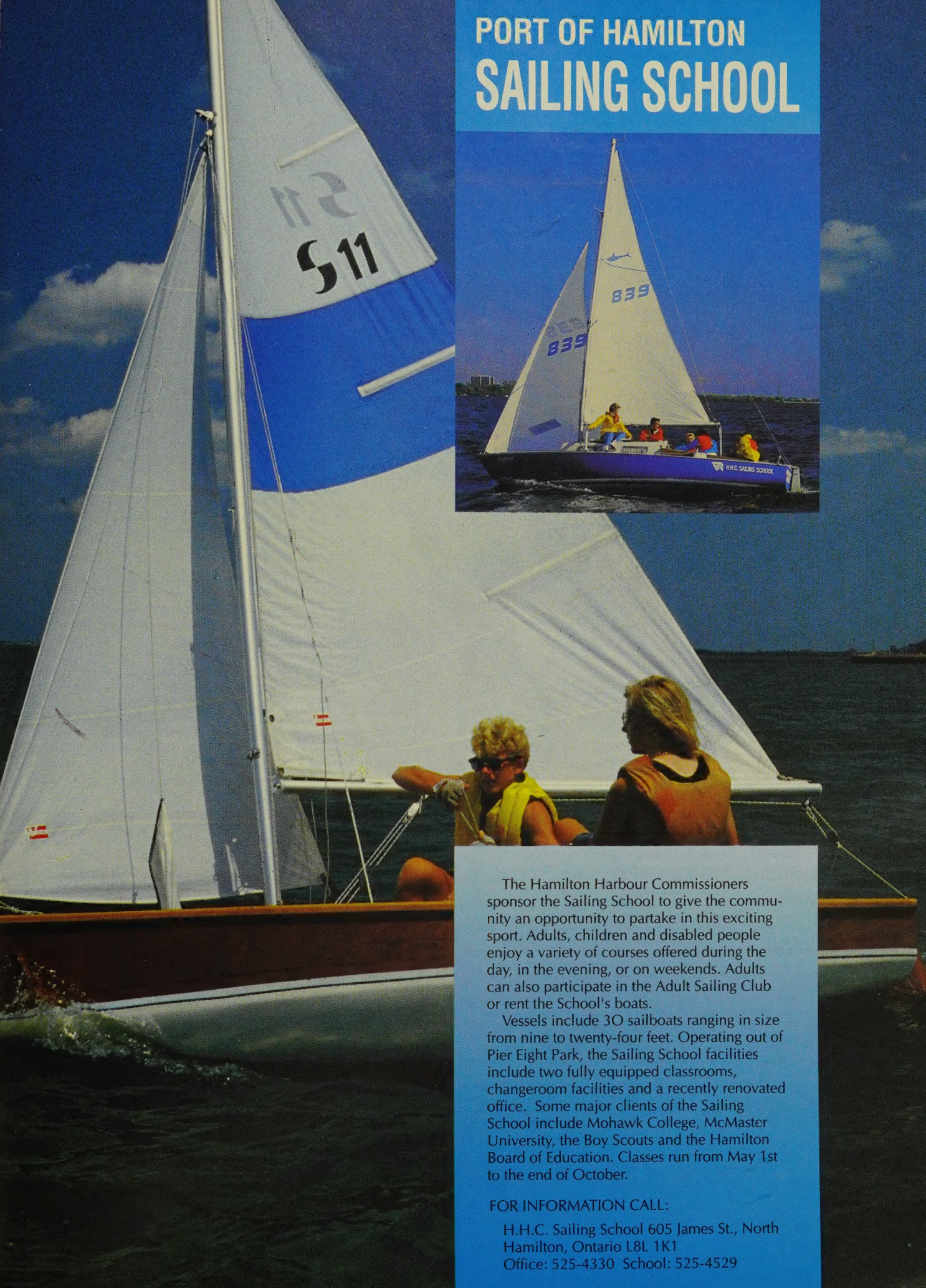
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PORT OF HAMILTON SAILING SCHOOL



The Hamilton Harbour Commissioners sponsor the Sailing School to give the community an opportunity to partake in this exciting sport. Adults, children and disabled people enjoy a variety of courses offered during the day, in the evening, or on weekends. Adults can also participate in the Adult Sailing Club or rent the School's boats.

Vessels include 30 sailboats ranging in size from nine to twenty-four feet. Operating out of Pier Eight Park, the Sailing School facilities include two fully equipped classrooms, changeroom facilities and a recently renovated office. Some major clients of the Sailing School include Mohawk College, McMaster University, the Boy Scouts and the Hamilton Board of Education. Classes run from May 1st to the end of October.

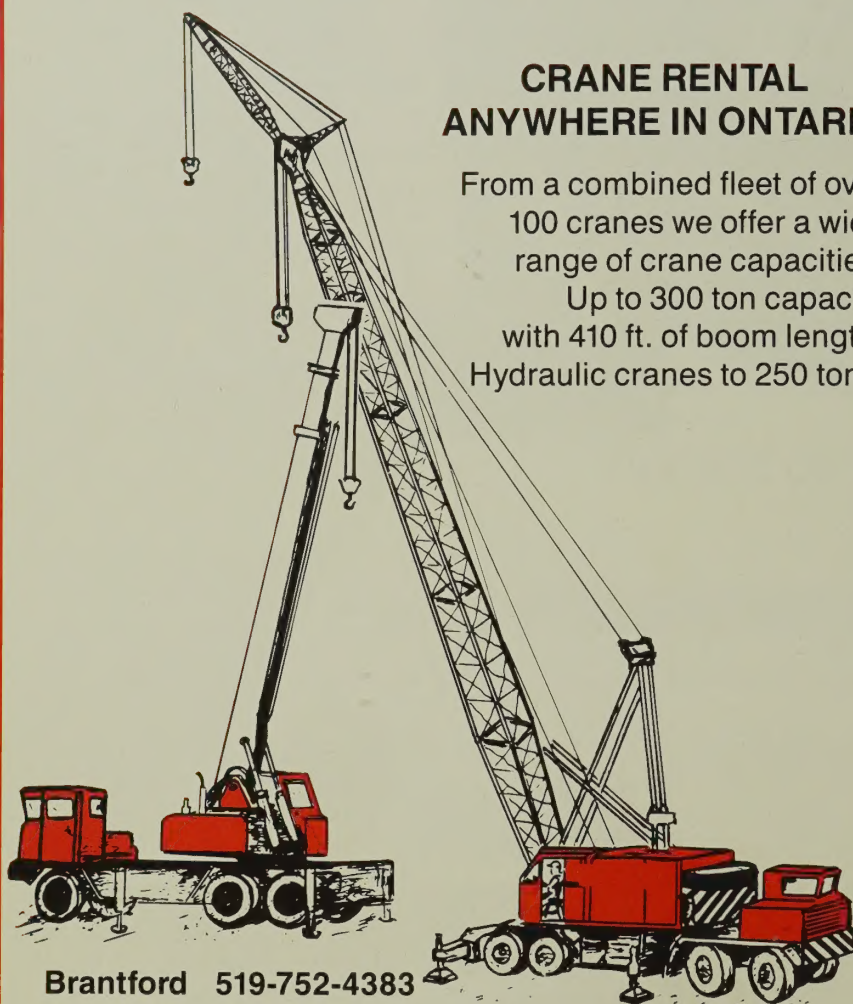
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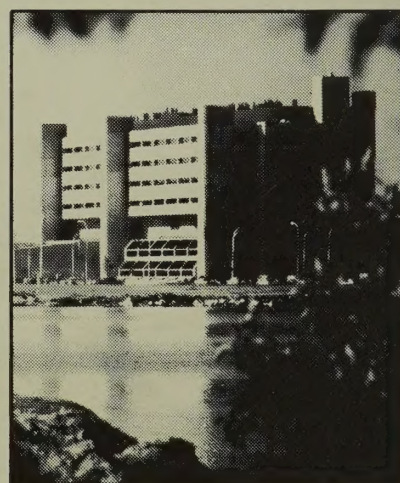
The Canada Centre for Inland Waters, located at the entrance to Hamilton Harbour, is one of the world's leading water research centres, shared by the Department of Fisheries and Oceans and by Environment Canada.

As the Central Region Headquarters of the Canadian Hydrographic Service, CCIW provides an operations base for the nautical surveyors and cartographers who produce charts for an area that includes all the Great Lakes.

A Marine Information Centre at CCIW is a sales outlet for navigational charts and for the Sailing Directions and charts published specially for small craft.

The Great Lakes Water Level Communications Centre at CCIW provides information on the current lake levels as well as a forecast of future levels.

CCIW also provides a base for a fleet of three ships and more than 80 smaller vessels used in hydrographic surveys, oceanographic studies and environmental research throughout the Great Lakes and north into the Central Arctic.



Canada

ENVIRONMENTAL

PORT OF HAMILTON CONCERNS



Cleanshores a custom made vessel used to vacuum oil from the water takes part in training exercise.

Canada Centre for Inland Waters

One of the world's leading water research centres, the Canada Centre for Inland Waters provides Environment Canada and the Department of Fisheries and Oceans with shared facilities for a wide range of environmental research, surveys and marine research.

Located on a large waterfront site just inside Hamilton Harbour, CCIW employs a scientific and support staff of more than 600. Its fleet of three ships and scores of smaller craft includes Canada's principal Great Lakes research vessel, CSS Limnos.

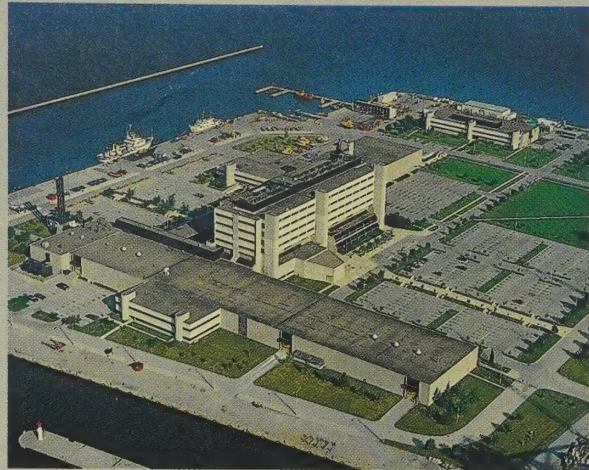
Of particular importance to shipping and boating interests, CCIW houses regional headquarters of the Canadian Hydrographic Service, responsible for producing navigational charts for all the Great Lakes and a wider territory extending north into the central Arctic.

Also located at CCIW is the new Great Lakes Water Level Communications Centre which serves as a central source for information on current and forecast lake levels.

The Port of Hamilton Spill Control Group

The Port of Hamilton Spill Control Group is an organization of 15 industries, who co-operatively own and operate specialized equipment for the cleaning up of oil spills. The Group provides quick response capacity for containment and clean up of oil at a spill site. The response is intended to cover the geographical area embracing the locations of Group members and centering around Hamilton Harbour. The Hamilton Harbour Commissioners administer the Group and transport requested Group equipment (in storage at Hamilton Harbour) to the spill site. In addition, Commissioners' personnel also provide some operating capability on key equipment during the initial stages of the operation. The member directly involved in the spill is responsible to carry out the clean-up operation.

Each member has a Contingency Plan and Stand-by Equipment for immediate response capability at his location. The Group-owned equipment at Hamilton Harbour is provided only as back-up. The Federal Marine and/or the Provincial Contingency Plans may be activated in whole or in part if the spill escalates so it becomes expedient to obtain these government resources. In the event of a spill, it is understood that members will assist a fel-



C.C.I.W. located on Pier 24.

low member at a reasonable cost if called upon to do so. This assistance includes prompt delivery of his own equipment to the spill site.

A non-member request for Group-owned equipment will be acted only upon approval from the Group Executive. This arrangement assumes agreement by the user to pay "non-member rates and tariffs" as scheduled in the Group Contingency Plan. The Group Contingency Plan contains information and working agreements that provide access to equipment and manpower beyond the Group capability.

The Port of Hamilton Spill Control Group provides members through regular meetings, an exchange of experience and information on equipment capabilities and spill control techniques. Government agencies attend and update the Group on legislation and recent developments. Revisions and updates of equipment inventories and Contingency Plan are approved and scheduled. Appropriate training exercises are arranged.

SPILL CONTROL GROUP LIST OF CORPORATE MEMBERS

Columbian Chemicals Canada Ltd.
Dofasco Inc.
Ford Motor Company of Canada Limited
The Hamilton Harbour Commissioners
Imperial Oil Limited—Sarnia Products Pipeline
Interprovincial Pipe Line Company
Petro-Canada Products Inc. Clarkson Refinery
(Mississauga)
Petro-Canada Products Inc. Trafalgar Refinery
(Oakville)
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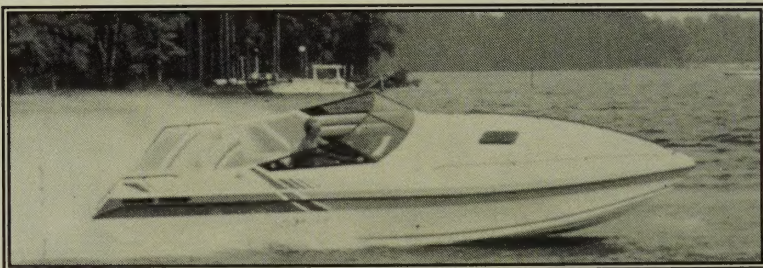
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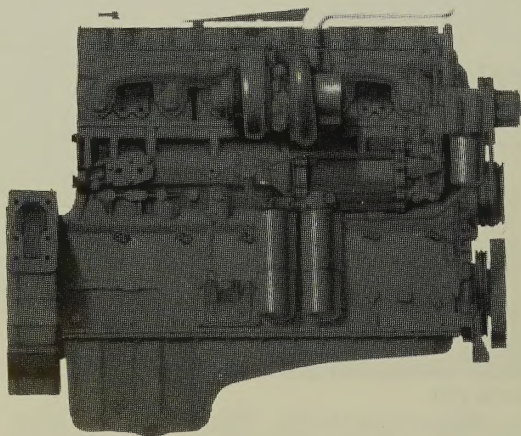
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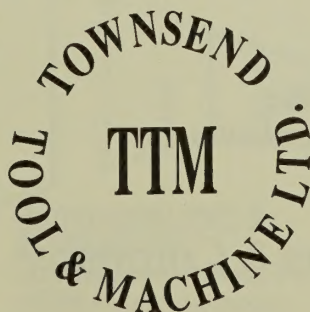
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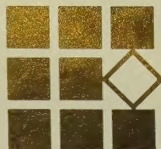
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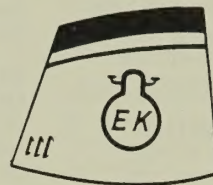
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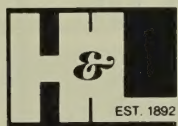
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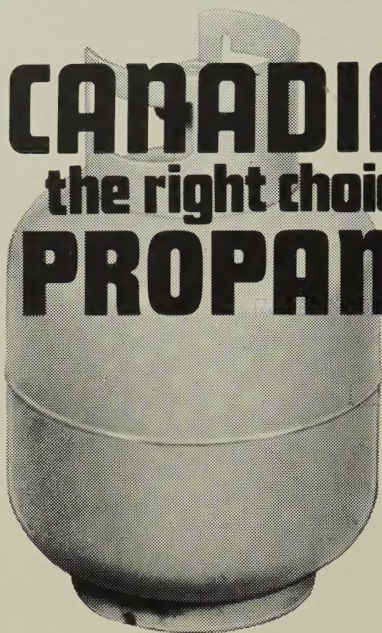
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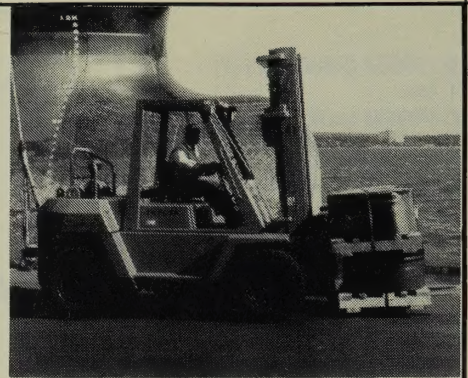
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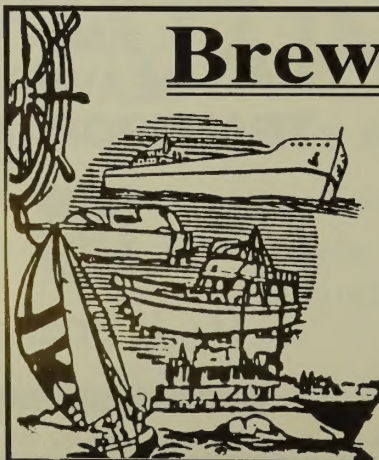
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A yellow port crane is shown lifting a large, rectangular wooden crate from the hold of a ship. The crane's arm and cables are visible, and the crate is suspended in the air. The ship's hull is painted a reddish-brown color. The scene is set in a port area with other industrial equipment visible in the background.

PORT OF HAMILTON RATES AND REGULATIONS

CONTENTS

TERMINAL REGULATIONS 52
(Note: Terminal handling charges available on request)

CARGO RATES 53

OPERATIONAL SERVICES PRICE LIST 54

All goods, wares and merchandise landed at, deposited in or shipped from the harbour by water are subject to cargo rates in accordance with tariff obtainable from the Trade & Development Office. In addition, material and commodities handled over commission-operated wharves, etc., are subject to handling charges in accordance with the tariff.

Materials and commodities handled over commission operated wharves etc., are subject to terminal handling charges.

(1) Consent to the Tariff

The use of any facility or service within the Terminal areas shall constitute (a) consent of the user of such facility or service to the terms and conditions of this Tariff, and (b) evidence of agreement on the part of such user (i) to pay for such use at the rates published herein or in any amendment to this Tariff, and (ii) to be governed by the rules and regulations as contained herein and in the By-laws of the Commissioners.

The Commissioners reserve the right and will, to the extent deemed necessary, take appropriate action to:

- (a) Deny entry to the terminal areas and to require the removal from the premises of any person or vehicle for any reason whatsoever.
- (b) Deny entry to the Terminal areas of goods and commodities which in the opinion of the Commissioners are explosive, highly inflammable, contaminating or otherwise dangerous, objectionable or offensive and to require the removal of such goods and commodities from the terminal areas promptly and at the risk and expense of the owner or owners.
- (c) Require stevedoring companies and their employees to perform their services within the terminal areas in a manner acceptable to the Commissioners and in accordance with their By-laws.
- (d) Establish rules and regulations and post signs governing the operation and parking of all vehicles within the Terminal areas.

(e) Establish rules and regulations and post signs requiring that wharves, roadways, aisles, ramps, stairways and passage-ways within the terminal areas shall be kept free of obstructions.

(f) Establish rules and regulations and post signs governing the conduct of all persons within the terminal areas, and prohibiting loitering, smoking in buildings and storage areas, and possession and/or consumption of intoxicants within the terminal areas, and denying access to and requiring removal from the terminal areas of persons apparently under the influence of intoxicants or acting in a disorderly or objectionable manner.

(g) Regulate the berthing of vessels at the wharves of the terminals.

(h) Revise terminal charges or the length of free time whenever, in the opinion of the Commissioners, conditions may warrant such revision.

(2) Payment of Terminal Charges

Terminal charges in accordance with this Tariff are payable to The Hamilton Harbour Commissioners at their Terminal offices, or at the

Harbour Administration Building,
605 James Street North,
Hamilton, Ontario, Canada L8L 1K1.

(3) Requirements of Documents

To expedite prompt handling of goods through the Terminal areas, the following documents will be required (must be originals or certified facsimiles):

• Inbound Cargo

(Including cargo manifested to Hamilton but discharged at an intermediate port at vessel's convenience)

3 legible copies of vessel manifest (required at least 3 clear days prior to arrival of vessel)

1 copy of steamship company release (delivery order)

• Outbound Cargo

1 copy of loading list (required 24 hours prior to vessel loading)

1 copy Customs Report Outwards (A-7)

3 legible copies of vessel manifest (required within 3 days after departure of vessel).

(4) Goods not Under Cover

Goods and commodities held in open areas are at owner's risk on account of loss and damage caused by weather, deterioration or any other cause. Tarpaulins, if available, will be supplied only by special arrangement and for the account of the owner or owners of the goods or commodities.

(5) Damaged Goods

Goods and commodities arriving in apparently damaged condition, shall be kept quite separate from sound cargo and delivered to Customs locker which is to be considered as place of rest for damaged cargo if not otherwise instructed.

(6) Coopering

Any additional labour found necessary to effect the handling of damaged goods and commodities or to repair containers found in other than good condition on arrival will be charged additionally for the account of the owner or of the carrier.

(7) Interpretation

In any question of interpretation of the intent of the clauses in this Tariff, the decision of the Commissioners shall be final.

PORT OF HAMILTON CARGO RATES

Cargo that moves over public or private wharves in the Port of Hamilton is subject to Cargo Rates as established by the Hamilton Harbour Commissioners under By-Law No. 102. The current rates are as follows:

GOODS DESCRIPTION	RATE IN CENTS
All Commodities, not specified in this schedule	38.52 per tonne
(a) General Cargo, not specified in this schedule that is exported from or imported into Canada	58.61 per tonne
(b) General Cargo, not specified in this schedule, that originates in and is destined for points within Canada	20.10 per tonne
Automobiles, trucks and tractors	67.69 per vehicle
Beer, ale and porter	121.44 per tonne
Cement	32.68 per tonne
Coal—anthracite	9.21 per tonne
Coal—bituminous	9.21 per tonne
Containers—exclusive of contents	
(a) not exceeding 7.62 metres in length	238.61 per container
(b) over 7.62 metres in length	357.91 per container
Coke	15.91 per tonne
Creosote	15.91 per tonne
Dry bulk commodities, not specified in this schedule	38.52 per tonne
Fertilizers & chemicals in bulk	38.52 per tonne
Grain, pulse and corn in bulk (other than seed)	23.44 per tonne
Gypsum in bulk	33.51 per tonne
Iron ore	5.02 per tonne
Liquid products in bulk, not specified in this schedule	38.52 per tonne
Livestock	70.46 per animal
Malt barley	19.27 per tonne
Ores, in bulk, not specified in this schedule	19.27 per tonne
Petroleum Products - crude or refined in bulk	
(a) gasoline products	26.80 per tonne
(b) other products - including asphalt	17.59 per tonne
Salt in bulk	15.91 per tonne
Sand	8.37 per tonne
Scrap metal	19.27 per tonne
Soya bean oil in bulk	38.52 per tonne
Soya beans in bulk	19.27 per tonne
Steel	53.51 per tonne
Stone - crushed	8.37 per tonne
Sugar - raw in bulk	19.27 per tonne
Sulphur	10.05 per tonne
Tar, tarvia and tar products	15.91 per tonne
Wine and spirituous liquors	385.41 per tonne

NOTE: Rates subject to change by the Hamilton Harbour Commissioners.



OPERATIONS

PORT OF HAMILTON PRICE LIST

PORT OF HAMILTON, ONTARIO (Lat. 43.14. N. Long. 79.51. W.)

PORT EXPENSES

- 1. PILOTAGE:** Discontinued. Information relating to movement and berthing of vessels within the harbour is available by radio from the Harbour Master's Communications Centre, Monday to Friday from 07:30 hours to 23:30 hours, Saturday and Sunday from 07:30 hours to 15:30 hours. Telephone and teletype remain the same. Vessels requiring the services of a pilot should contact the Great Lakes Pilotage Authority.
- 2. BOATMEN:** Pilot transportation in harbour or to
Lake Buoy \$210.00/trip
Waiting time \$210.00/hour
- 3. TOWAGE:** Straight time
Each docking or undocking (2 hour minimum) \$450.00/tug
Additional time \$225.00/hour
Cancellation charge \$260.00/tug
- 4. HANDLING LINES:** a) Mooring Inwards \$225.00
b) Mooring Outwards \$225.00
c) Shifting \$450.00
d) Short Shift same dock \$375.00
e) Running Lines \$165.00
f) Standby time in excess of 2 hours \$130.00 hour
or any part
g) Additional charge for Mooring, Unmooring and Shifting
from 6 P.M. Friday to 6 A.M. Monday and Holidays \$80.00
There shall be no cancellations.
- 5. BERTHAGE CHARGES:** a) \$0.0136 per G.R.T. for first 12 hour period or part thereof.
b) \$0.0136 per G.R.T. for second 12 hour period or part thereof.
c) \$0.0082 per G.R.T. for each succeeding 12 hour period or part thereof.
Minimum charge \$5.00
- 6. FRESH WATER:** a) Water - per 1,000 gallons \$6.00
b) Service charge - each service \$20.00
c) Delivery charge, assessable from the time water is ready for delivery
until delivery is completed:
i) 0800 hr. to 1700 hr. \$14.00
ii) 1700 hr. to 0800 hr. \$20.00
Saturdays, Sundays and Holidays (3 HOUR MINIMUM) \$26.00
- 7. CARGO MASTER:** \$400.00 per hour. Minimum 4 hours.
- 8. GARBAGE REMOVAL:** \$75.00 per lift, plus \$2.15 per 100 kg. for the City dumping fee.
- 9. WINTER BERTHAGE AND ANCHORAGE CHARGES:** 1. Berthage charged during the winter season at rates per metre of registered length, per 24 hour period.
(a) if loaded \$0.1074
(b) if empty \$0.0717
2. Anchorage per vessel rate of \$54.60 per thirty day period or part thereof.

NOTE: Rates subject to change by the Hamilton Harbour Commissioners



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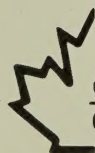
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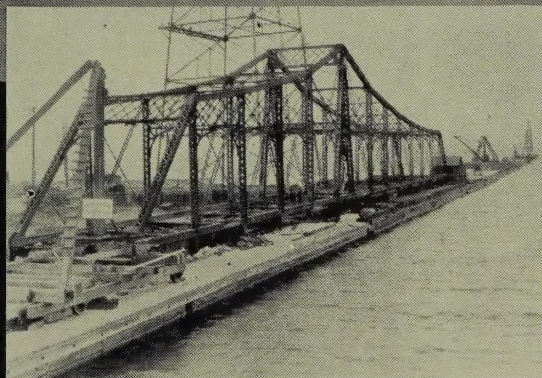
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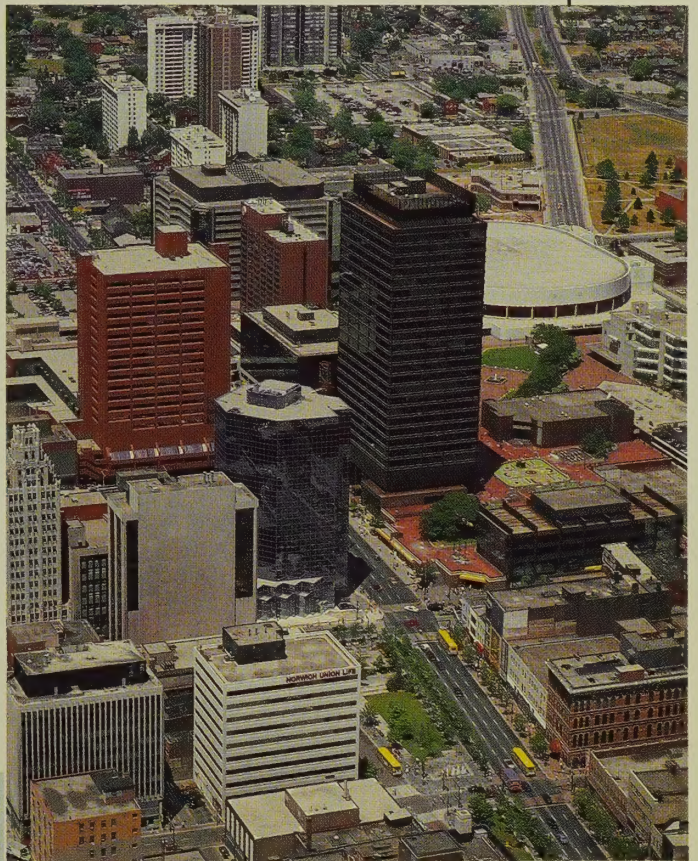
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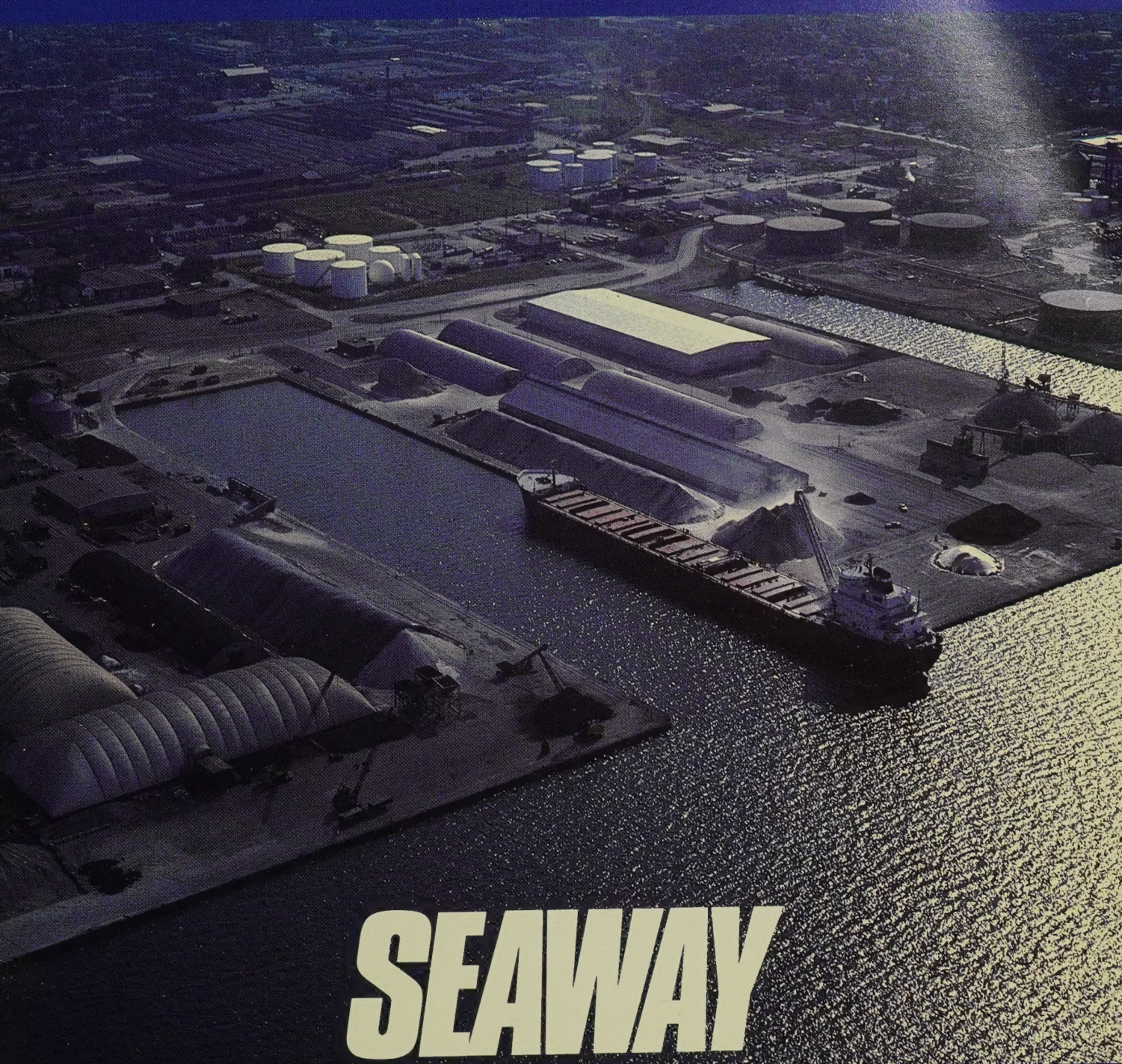


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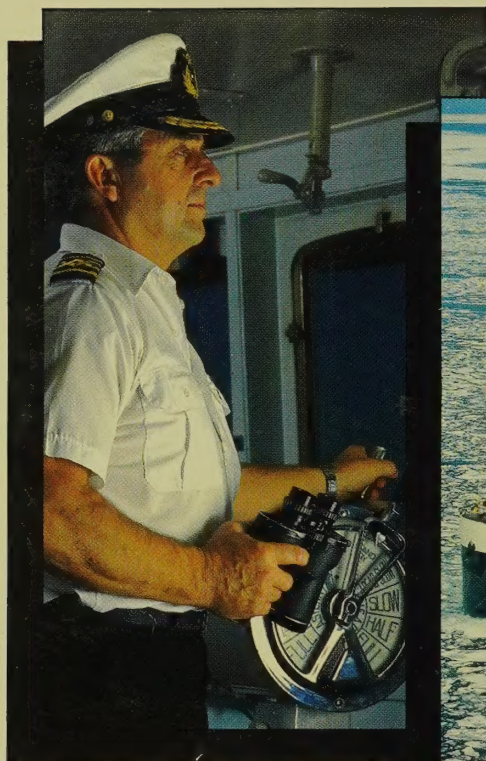
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The vital link between people and markets the world over.



Canada Steamship Lines

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